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THIS IS UNEVALUATED INFORMATION

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1. Autorenova, National Enterprise, was set up shortly after February 1948. At that time, and as late as March 1953, it was composed of about 15 formerly privately-owned garages and repair shops scattered around Prague. This enterprise, first called Autoavia, was renamed Autorenova some time later, and when I left in March 1953, was being renamed Czechoslovak Automobile Repair Shops (Ceskoslovenske automobilove opravny - CSAO). I knew of only about seven of the 15 odd installations around Prague, and was well acquainted only with the one in which I worked in Prague-Kosire /Enclosure A/.

2. The task of Autorenova was to maintain Tatra and Praga cars and trucks including those used by the military services. The various Autorenova installations performed different types of work, such as the production of spare parts for all models of Czech-manufactured cars and trucks, the repair of foreign-made cars, such as Chevrolet, Ford, and Studebaker, almost all of which were assigned to high-ranking government officials, the recharging of batteries, paint and body work, and small on-the-spot repairs on cars. There were no stocks of spare parts for foreign-made cars, and when an old or worn-out part had to be replaced it had to be hand-made, using the old part as a model, often a long process.

3. All Autorenova installations in Prague were under the supervision of the main installation in Prague-Karlin, which was also an auto repair shop. The head of Autorenova, a Soviet civilian whose name I cannot recall, was ruthless in removing people from their jobs if they did not suit him. His offices were at the main installation in Prague-Karlin.

4. Each Autorenova installation had a manager, a production chief (if production of any kind was involved), foremen, a personnel officer, a security officer, a head of the Communist Party cell organization, a chairman of the plant council (zavodni rada), and a head of the plant militia (zavodni milice). Security officers, although not members of the StB, were directly responsible to StB Headquarters in Prague. The head of the Communist Party cell organization and the security officer were the most important people at the Autorenova installation, because of their widespread authority.

5. The Autorenova installation [redacted] was located in Prague-Kosire, Plzenska 275, near the end of streetcar line No. 15 /Enclosure B/. The building was of brick, covered with dirty-gray stucco, and had a tar-paper roof. So far as I know, this installation constituted the sole source of spare parts for Tatra and Praga cars and trucks. These spare parts included rear axles (poloosy), shafts (hridele), oil-type shock absorbers (olejove tlumice narazu), air-cooled cylinders for Tatra 57 cars (valce do Tatry 57) (about 20,000 of these cylinders were produced in 1952), connecting rods (ojnice valcoveho pistu), hubs for right and left wheels for the Tatraplan car and trucks (naboje praveho a leveho kola pro Tatraplany a nakladni vozy) (these hubs were produced in series of 200 twice a year), piston rings (tesnici krouzky) (one series of 600 and one series of 400 were produced), various types of bushings (ruzna pouzdra), chassis springs (pera na chasis), bolts of various sizes, belt pulleys of various sizes (remenicky ruzne velikosti) (one series of 150 and three series of 50 each were produced), differential plate covers for trucks (kryty pro diferencialy pro nakladni vozy), gear shift bolts (sroub rychlostni paky), and drive shafts for trucks (kardanovy hridel pro nakladni vozy). Autorenova was not engaged in any sort of production for tractor assembly. 50X1

6. Production figures were not available to any of the workers because such information was considered secret. However, figures on the fulfillment of the plan were given us in percentages. In 1950, the plan was fulfilled by 100.10%, in 1951 by 100.03%, and in 1952 by 100%. It was rumored that the plan was actually not fulfilled for 1952, but this figure was given anyway. The plan was only 60% fulfilled for the month of January 1953, and only 55% for February. Failure to fulfill the plan was attributed to the fact that materials allocated for 1953 had been used up in the latter part of 1952 to fulfill the 1952 production plan. As a result, raw materials had to be taken from storage and used. In early March 1953, representatives of the Ministry of State Control came to the plant to look into production bottlenecks.

7. Deliveries of raw materials were irregular and sometimes arrived very late. Gray iron castings, which were very porous and even had large holes and rocks, were delivered. Processing of these castings was very difficult and required the use of many tools. Cast steel of all types, as well as rods of all sizes and ordinary scrap iron, were also delivered. Three-ton trucks hauled the scrap metal from the Smichov Station, where the material was loaded directly from the freight cars onto the trucks. The freight cars usually arrived from Ostrava.

8. Whenever our plant took over production of an item from one of the other installations, the necessary materials were hauled from the plant originally scheduled for the production. After inspection and removal of defects, these finished goods were transported to the Tatra Vagonka Smichov plant /Enclosure A/, where they were again inspected, and accepted or returned. Most of our own finished products also went to that plant.

9. Since the Tatra Vagonka-Smichov plant produced railroad freight and passenger cars only, I do not know what happened to the finished automobile parts which our installation sent there. It could have been that Tatra Smichov was a distribution point of some sort for Autorenova.

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10. [redacted] plant had the following equipment:

a. In the three workshops /Encl. B, Pts. 9, 13, 16/

Five large, old Volman lathes (soustruhy)

Seven small Skoda lathes, two of which were new

Eight large, old Magdeburg-Volman turret lathes (revolvery)

Four small, old Magdeburg turret lathes

Two large Skoda drilling machines, one old, one new (vrtacky)

Four medium-sized drilling machines, three Skodas, one MAZ

Four small, old drilling machines

Two thread cutters (zavitorezy), one new, one old

Two old, US-made, automatic lathes (automaty)

Four large, old Beringer milling machines (velke frezy)

One small, old milling machine

Two old thread-milling machines (frezy na rezani zavitu)

One large, old German-made broaching machine (protahovacka)

One old, vertical, German-made wedge-slot cutting machine (stouchacka)

One old, horizontal grinding machine (horizontalni bruska)

One large, old, US-made cylindrical grinding machine (velka bruska na kulato)

Four medium-sized cylindrical grinding machines; two new Skodas, and two old, German-made.

One new, Italian cylinder-boring machine (stroj na vrtani valcu), delivered in 1952.

One old cylinder-honing machine (lestici stroj na valce)

b. In the tool-grinding shop (brusirna) [Encl. B, Pt. #19]

Two old grinders for vidia [sic] cutting tools, with exhaust fans (brusky na vidiove noze, s odssavanim)

One old grinder for radeco [sic] cutters (brusky na radeco noze)

One old, German-made grinder for boring tools (bruska na vrtaky)

Two special tool-grinders (brusky na specielni brouseni nastroju), one old Kamenicek, and one old German machine.

One old, German-made Rosenheim semi-automatic grinder for milling cutters (poloautomat na brouseni frez); did not turn out precision work.

One Russian grinder for vidia [sic] tools for underwater grinding (bruska na vidiove noze na brouseni pod vodou); delivered in 1951; could not be used at all because blades overheated and cracked.

One old, German-made grinder for sharpening broaching tools (bruska na ostreni protahovacich trnu)

c. In the tool-making shop (nastrojarna) [Encl. B, Pt #24]

Two small Skoda lathes, one old, one new

One old Skoda circular grinder (bruska na kulato)

One old, German-made horizontal grinder

Two old, German-made milling machines (frezy)

One old shaping machine (hoblovacka)

One old drilling machine

d. Maintenance and Electricians' Shop (Udrzbarna) [Encl. B, Pt.#25]

One small, old, Skoda lathe

One old medium-sized drill

11. As of 21 March 1953, the Autorenova installation in Prague-Kosire employed a total of 150 people. There were two eight-hour shifts each day; the time of the shifts changed each week, as follows:

One week:	1st shift from 0630 - 1430
	2nd shift from 1430 - 2230
Next week:	1st shift from 1430 - 2230
	2nd shift from 2230 - 0630
Next week:	1st shift from 2230-- 0630
	2nd shift from 0630 - 1430

Foremen, the heads of shops, and the privileged (Communists), worked only on the morning or afternoon shifts, while other workers were required over a three-week period to work around the clock, e.g., the first week a man might work from 0630 to 1430, the next week, from 1430 to 2230, and the third week, from 2230 to 0630. This included Saturday and Sunday work, for which workers were given bonuses. /Encl. D/.

12. The production at our installation was much like production all over Czechoslovakia, and was geared not to demands or needs, but to the fulfillment of plans and production quotas. Consequently, since quotas were assigned in kilogram weight, heavy items were produced, while production of lighter items was neglected. For example, a plant might have a large roller or cylinder which could not be used for lack of a small bolt to install it in its proper place.

13. There was also a serious shortage of tools. Production was hampered and production schedules had to be changed because of shortages of certain materials. In such cases, production was started on other items for which materials were available. Sometimes the metals available did not meet specifications, and the item was made with inferior materials. In one instance, members of the National Assembly (Narodni shromazdeni) in Prague complained that the cars assigned to them would not run because of a lack of proper piston rings. The incident caused quite a stir and pressure was immediately brought to bear upon our installation. The metal to be used in the production of piston rings was supposed to have a hardness of 60 kg. per square centimeter. Since there was no such material on hand, metal having a hardness of only 40 kg. per square centimeter was used. Naturally, the piston rings wore out very rapidly. In the meantime, other production was at a standstill and other demands were not filled.

14. The weapons storage room /Fig. 2, Encl. C/ contained two Bren-type LMG's, two or three sub-machine guns, four or five rifles, and an unknown quantity of live ammunition. These were kept under lock and key and were to be used by members of the plant militia (zavodni milice) if the need arose. The plant militia was made up of workers who were employed in different parts of the plant. It was not generally known which of the men were members of the plant militia, since they wore no uniforms, but everyone had suspicions. There were about 15 members of the plant militia at our installation. There were also three members of the plant guard (zavodni straz) who acted as guards at the plant entrance. They came under the jurisdiction of the SNB, wore uniforms, and patrolled the plant area at night or whenever the plant was not in operation.

15. I have no information on aircraft repair plants. I know nothing about the production of the Avia (Cakovice) Plant. I am quite sure, however, that Autorenova did not supply spare parts to this plant before it ceased production of buses. I do not know when the plant stopped producing buses . I believe that the Autorenova installation [redacted] in Prague-Kosire could be converted to making aircraft cylinders and other small parts. It was said that our installation was the best-equipped of all the Autorenova installations in Prague. I know nothing about the conversion possibilities of other Autorenova installations in Prague. 50X1

16. So far as I know, Autopraga National Enterprise in Prague made only three-ton Praga trucks. Skoda automobiles were made in Mlada Boleslav. I have no further information on the motor vehicle industry.

ENCLOSURES:

A. Locations of Various Autorenova Installations

B. Layout, with Legend, of Autorenova, Prague-Kosire

C. Layouts of Second Floors of Two Buildings at Autorenova, Prague-Kosire

D. Personnel Organization of Autorenova, Prague-Kosire